

AIRCRAFT FACILITIES FOR COMMERCIAL AVIATION

Exchange of notes at Washington February 23, 1929

Entered into force February 23, 1929

Terminated and superseded January 1, 1957, by agreement of October 24, 1956¹

Department of State files

The Secretary of State to the Colombian Minister

FEBRUARY 23, 1929

SIR:

With reference to the conversations which you have had recently with the Department of State regarding the facilities which aircraft of United States registry will enjoy in Colombia for commercial aviation service and, reciprocally, in the United States including the Panama Canal Zone aircraft of Colombian registry, I take pleasure in confirming, by means of the present note, the understanding at which we have arrived, to wit:

Commercial aircraft of United States registry will have permission to fly along the Atlantic and Pacific Coasts of Colombia and over the territory immediately adjacent thereto; to land on land or water, fuel, make repairs, and ship and discharge passengers, mail and cargo, in the Atlantic and Pacific ports of Colombia where there are authorities charged with carrying out the pertinent regulations, subject to regulations and provisions equivalent to those established for commercial aircraft of Colombian registry in the enclosures to this note.²

Reciprocally, commercial aircraft of Colombian registry will have permission to land on land or water in the Atlantic and Pacific ports of the United States including those of the Panama Canal Zone, and to fly between the ports of the Canal Zone following the route designated by the Governor of the Panama Canal, fuel, make repairs and ship and discharge passengers, mail and cargo, subject to the regulations and provisions which are enclosed with the present note, as follows:

¹ 14 UST 429; TIAS 5338.

² Not printed here.

For the continental United States, the Air Commerce Act of 1926 ³ and the Regulations promulgated pursuant thereto; for the Panama Canal Zone, Executive Orders Nos. 4971 and 5047 of September 28, 1928, and February 18, 1929, respectively, and the provisional Regulations of the Governor of the Panama Canal issued pursuant thereto.

All aircraft must carry out the respective Governmental regulations of both countries.

If either of the two Governments decides to terminate the permission to which this agreement refers or to modify the regulations or provisions, it will give ninety days' previous notice thereof to the other Government.

It is understood that the two Governments agree and will endeavor to give the greatest possible facilities to aircraft in international commercial communication service in order that they may land on land or water, fuel, and carry out the other services above mentioned with all desirable speed and efficacy.

Accept, Sir, the renewed assurances of my highest consideration.

FRANK B. KELLOGG

Enclosures: ²

Air Commerce Act and Regulations;
Executive Orders;
Provisional Regulations.

DOCTOR ENRIQUE OLAYA,
*Minister of Colombia,
Washington, D.C.*

The Colombian Minister to the Secretary of State

[TRANSLATION]

LEGATION OF COLOMBIA
WASHINGTON, D.C.

No. 327

February 23, 1929

SIR:

In reply to the note which Your Excellency addressed to me this same date regarding the conversations which I have recently held in the Department of State with respect to the facilities which aircraft registered in the United States will enjoy in Colombia for services of commercial aviation, and, reciprocally, aircraft of Colombian registration, in the United States including the Panama Canal Zone, I have the honor, duly authorized by my Government, to confirm the agreement which we have reached, that is:

³ 44 Stat. 568.

Commercial aircraft of the United States register shall have permission to make flights along the Colombian coasts of the Atlantic and Pacific Oceans and over the territory immediately adjacent thereto; to alight on land and on water, to take on fuel, to make repairs, to land and receive passengers, mail and freight in Colombian ports in which there are authorities charged with fulfilling the formalities required, subject to regulations and provisions similar to those established for Colombian commercial aircraft in the enclosures accompanying Your Excellency's note to which I have the honor to reply.

Conversely, commercial aircraft of Colombian registration shall have permission to alight on land and water in the ports of the Atlantic and of the Pacific in the United States including those of the Panama Canal Zone, to fly between ports of the Panama Canal Zone, following the route designated by the Governor thereof, to take on fuel, to make repairs, to land and receive passengers, mail and freight subject to the regulations and provisions annexed to Your Excellency's note to which I have the honor to reply.

All aircraft must comply with the respective governmental regulations of both countries.

If either of the two Governments should decide to put an end to the permission referred to in this agreement, or to change the regulations or provisions, it shall advise the other Government of this fact ninety days in advance.

It is understood that the two Governments agree and will earnestly endeavor to give the greatest facilities possible in order that aircraft engaged in services of international commercial communication may alight on land or water, take on fuel and to extend the other services mentioned above with all the efficacy and rapidity desirable.

I take this opportunity to renew to Your Excellency the assurances of my most distinguished consideration.

ENRIQUE OLAYA

To His Excellency

Mr. FRANK B. KELLOGG,
Secretary of State,
Washington, D.C.